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LABOR INFORMATION BULLETIN

MARCH 1937

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BORIS STERN, Editor

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EXTENT OF COLLECTIVE BARGAINING IN THE RAILROAD INDUSTRY

By
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BUREAU OF LABOR STATISTICS

Secret elections among railroad employees to determine which labor organization shall represent them in collective bargaining were specifically provided by the 1934 amendments to the Railway Labor Act. Until then the experience of railroad workers in many respects was similar to the experience of workers in other industries. They found that considerable time elapsed between the organization of a union, its recognition by management, and management's unqualified acceptance of union representatives in negotiating labor agreements.

The first groups of railway employees to organize were the train-and-engine service brotherhoods. Locomotive engineers organized in 1863, conductors in 1868, locomotive firemen and enginemen in 1873, and trainmen in 1883. These groups gradually won the right to act as spokesmen for their crafts in negotiating wage and hour contracts with railroad management.

Several other national railroad unions, such as telegraphers, clerks, maintenance-of-way employees, and switchmen were also organized prior to 1900. Most of the remaining railroad labor organizations of national scope were formed in the decade between 1900 and 1910. These unions, however, frequently experienced greater difficulty than the transportation brotherhoods in securing recognition. They did not represent employees actually engaged in operating trains, and the solution of their problems through collective bargaining was apparently not considered by management as urgent as it was in the case of the transportation brotherhoods.

Government operation of the railroads during the World War resulted in recognition of the national railroad labor organizations to represent railroad workers. The Federal Government also negotiated wage and hour agreements with these unions. Upon the return of the railroad properties to private control in 1920, some railroads agreed to continue to recognize and bargain with the national unions. Other railroads introduced employee-representation plans, generally known as company-union plans. After the unsuccessful strike of the shop crafts in 1922, employee-representation or company-union plans were instituted for shop employees on a number of lines.

Most of the company unions continued to exist until 1934, when, by amendments to the Railway Labor Act of 1926, Congress specifically prohibited any carrier from using its funds to finance, promote, or maintain a labor organization of its employees. These amendments for the most part abolished company unions. In some cases "system associations", which complied with the provisions of the amended law, were substituted for the former company unions. Like the former employee-representation plans, system associations are composed of certain crafts or classes of employees on one railroad system.

In addition to national unions and system associations, there is a third form of railroad labor organization, consisting of local unions not generally affiliated with any national or system organization. These are scattered throughout the country, but their membership is confined more or less to a few railroad systems.

Election of Representatives. Disputes sometimes arise among railroad labor organizations as to which organization is to represent the workers in dealing with management. In such cases the National Mediation Board, on request of any group of employees, investigates the dispute. It may conduct an election or utilize any other appropriate method to insure the choice of representatives by the employees without interference, influence, or coercion by the carrier.

During the 2-year period, July 1, 1934, to June 30, 1936, the Board certified representatives in 390 disputes between national labor organizations and system associations or unorganized employees. Approximately 115,000 wage earners, or slightly more than 10 percent of all railroad workers, were involved in these contests.

UPON HIM DEPENDS THE SAFETY OF PASSENGERS

The Board conducted secret elections in 273 cases. In the remaining 117 cases it accepted the written authorization of the employees as to who should represent them. These authorizations were checked by the Board with the payroll records of the railroad in order to verify the worker's right to participate in the selection of representatives.

National labor unions were certified as the bargaining agency of the unions in 327 cases or about 84 out of every 100 cases decided. System associations were certified as the collective-bargaining agency in 53 instances. This was about 13.5 percent of the total. In 10 cases local labor unions established the right to represent the workers of the craft affected.

The number of representation disputes between national and local labor unions and system associations or unorganized workers declined from 247 in 1935 to 143 in 1936. The number of employees involved decreased from 78,000 to 53,000. In its annual report for 1936 the National Mediation Board interprets this reduction as largely due to the fact that national labor organizations are gradually taking over the right to represent the employees on most of the railroads. System associations are disappearing and unorganized employees are voting for representation by national railroad labor organizations.

In contrast with the reduction in the number of disputes between unions and system associations or unorganized employees, there has been a decided increase in the number of disputes between the various national unions themselves. Fifty-nine groups of employees were involved in these interorganization contests in 1936, as against 31 in 1935. Over 10,000 workers were affected by these disputes last year, as compared with slightly more than 3,500 in 1935.

Of the 34 groups of employees certified by the National Mediation Board in these interunion contests during 1936, 15 changed their representation from one labor organization to another, and 12 retained the union which had previously represented them. In the seven remaining cases the workers had not been previously represented by any organization. The National Mediation Board has repeatedly urged the national railroad labor organizations to settle these representation disputes among themselves. It has stressed the dangers involved in such interorganization disputes in which neither the carriers nor the public are directly concerned.

Problems of Representation. The Railway Labor Act provides that "the majority of any craft or class of employees shall have the right to determine who shall be the representative of the craft or class." The National Mediation Board was immediately confronted

OILING UP

with the problem of whether a majority of all employees of a particular craft eligible to vote is necessary to choose representatives or whether a majority of the votes actually cast is sufficient.

At first the Board interpreted the law as requiring a majority of all workers eligible to participate in the election. This ruling was challenged by a railroad, and a Federal district court decided that only a majority of the actual votes cast was necessary to select representatives, provided a majority of all eligible employees participated in the election. The decision was upheld in a Federal circuit court of appeals and now awaits final determination by the United States Supreme Court.

In the meantime, the National Mediation Board has followed the opinion of the lower Federal courts and has ruled that where a majority of the eligible voters participate in the election, the labor organization receiving a majority of the legal votes cast will be certified as the bargaining representative of all the workers of that craft or class.

The Board has ruled that all workers employed in a craft or class, regardless of race, creed, or color, are entitled to vote for the representatives of the entire craft or class. No craft of workers employed on any one line can be split into two or more groups in choosing representatives for collective bargaining.

The Board has also taken the position that a change of representation from one labor organization to another does not alter or cancel existing agreements, but merely authorizes other representatives to act under these agreements. That is, if an agreement is negotiated by representatives of a system association, but at a later date a national union supplants the system association, the original agreement continues in effect until such time as another agreement is negotiated with the new representatives of the employees.

EXTENT OF COLLECTIVE AGREEMENTS

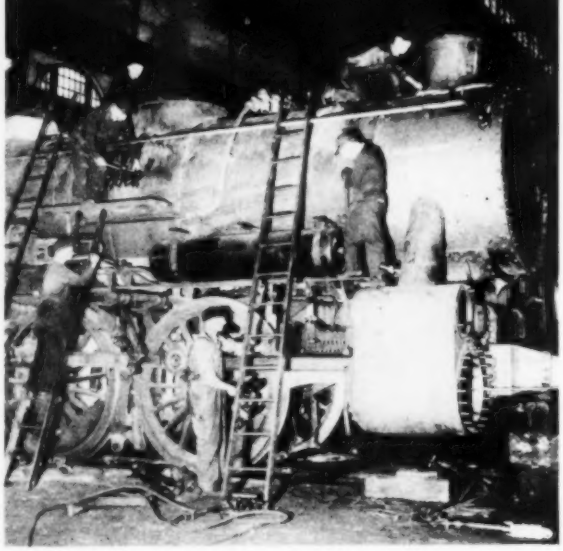
Every railroad must file with the National Mediation Board a copy of each collective-bargaining contract negotiated with its employees. By July 1, 1936, the 149 class I railroads had filed 2,448 agreements. These railroads, each of whose operating revenues amount to more than $1,000,000

TRAINS MUST LEAVE ON TIME

a year, operate 240,500 miles of track. They employed, on the average, approximately 1,070,000 workers in 1936.

National labor unions had 1,864 agreements with class I railroads. This is about three-fourths of all the labor contracts reported by these carriers. System associations had 487 agreements and local labor unions, 97.

Practically all engine, train, and yard service employees are covered by agreements negotiated by national railroad labor unions. These agreements, governing wages and hours and working conditions, cover workers employed on considerably more than 90 percent of the total mileage operated by class I railroads. On July 1, 1936, 137 of the 149 class I railroads had wage and hour agreements with national organizations representing locomotive engineers, 135 had contracts with locomotive firemen and enginemen, 142 had contracts with conductors, and a similar number with national unions representing brakemen, flagmen, and baggagemen. Yard-service employees were represented by national organizations on 138 railroads.



OVERHAULING A LOCOMOTIVE

Among station, tower, and maintenance-of-way employees, railroad telegraphers had 123 agreements with carriers; maintenance-of-way employees, 105; clerical, station, and freighthouse employees, 98; signalmen, 80; and train dispatchers, 77. With the exception of the train dispatchers, these wage and hour agreements covered workers on over 80 percent of the total class I mileage. In the case of the dispatchers nearly 70 percent of the mileage was covered.

Six of the seven national organizations representing shop-craft employees maintained agreements on about 60 percent of all class I railroads. These carriers operate slightly more than three-fifths of the total mileage. The national union, which is the collective-bargaining agency for powerhouse employees and shop laborers, had agreements on one-third of the class I railroads, operating about 40 percent of the total mileage.

National labor unions also act for their respective groups in the large majority of instances where the railroads engage in water transportation or maintain wharves or docks.

System associations are concentrated among shop-craft employees. Slightly more than one-fifth of the class I carriers, with about 25 percent of the total mileage, had wage and hour contracts with system associations representing shopmen. A smaller number of carriers had agreements with system associations representing clerical and station workers, maintenance-of-way employees, and other crafts. Several railroads, with less than 3 percent of the total class I mileage, reported agreements with system associations covering train-and-engine service workers.

The majority of the 97 agreements in effect between local trade unions and the carriers covered yard-service and dining-car-service employees. A few agreements with local unions covered shop-craft employees.

Between 40 and 50 percent of the railroads reported no wage and hour agreements with their train dispatchers, signalmen, and shop firemen, oilers, and powerhouse employees. A small proportion of the railroads (about 12 percent) indicated that their shop-craft employees were not covered by agreements, and a few railroads reported no agreements with their train-and-engine service personnel.

PRODUCTION, EMPLOYMENT, AND PAY ROLLS IN 1936

BORIS STERN
BUREAU OF LABOR STATISTICS

The statistics on industrial production are taken from reports of the Federal Reserve Board and the Department of Commerce. The figures on employment and pay rolls are from the records of the Bureau of Labor Statistics.

Industrial activity in 1936 was considerably higher than in 1935. Factory production increased about 16 percent and the output of mines rose about 14 percent. Approximately 500,000 workers were added to the pay rolls of manufacturing industries. The weekly wage disbursements to the workers employed averaged $23,000,000 higher than in the preceding year.

The increase in industrial activity was particularly pronounced in the durable-goods groups of industries. Output of iron and steel rose 40 percent; cement, 47 percent; automobiles, 15 percent; and plate glass, 10 percent. Orders for machine tools used in the manufacture of machinery were nearly 60 percent greater in 1936 than in 1935. Approximately 400,000 more workers were employed on the average in manufacturing durable goods in 1936 than in 1935. The weekly wage disbursements to the workers employed in these industries increased nearly $17,600,000.

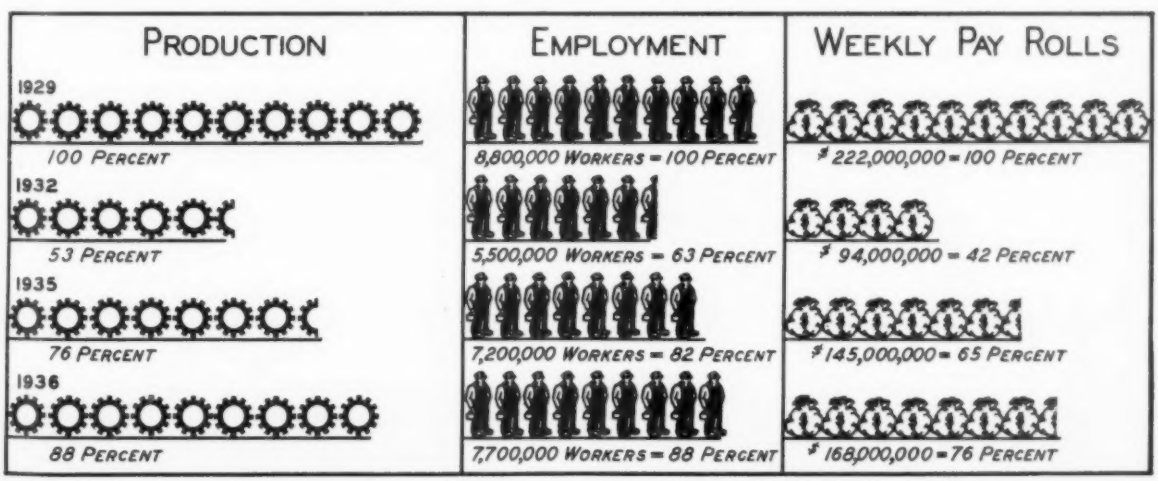
Output of various nondurable-goods industries also advanced in 1936. Production of foodstuffs increased 15 percent; textiles, 9 percent; and leather manufactures, nearly 6 percent. Nearly 100,000 more workers were employed in producing nondurable goods in 1936 than in 1935. Aggregate weekly pay rolls rose by $4,850,000.

ALL MANUFACTURING

The Federal Reserve Board's index for measuring the volume of production in manufacturing industries advanced 16 percent in 1936. It was nearly 70 percent higher than in 1932, the year of the lowest industrial production during the depression. But for the year as a whole it was about 12 percent lower than the high point reached in 1929.

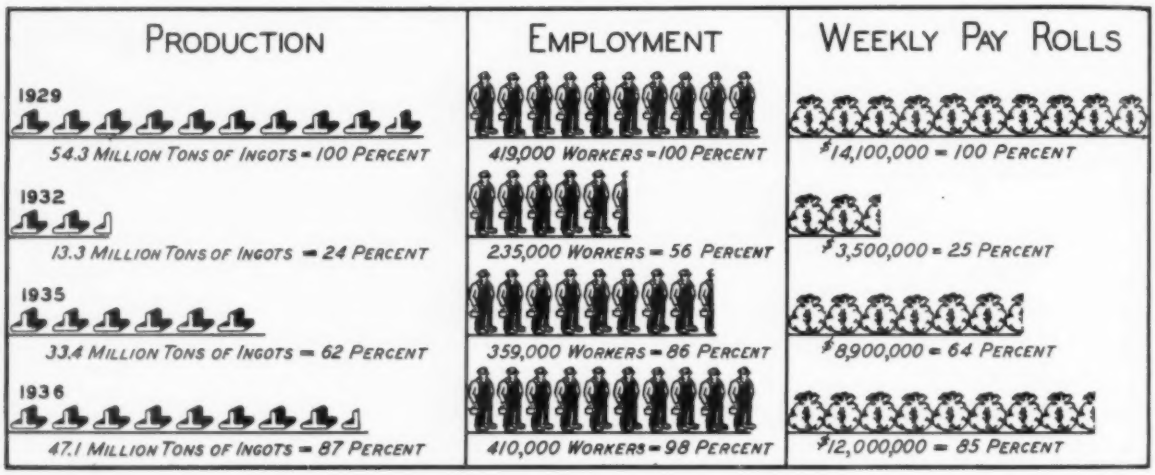
Factory employment advanced 7 percent from 1935 to 1936. It was 40 percent higher than in 1932. For every 100 workers having factory jobs in 1929, 88 were employed last year, compared with 82 in 1935, and 63 in 1932.

The aggregate weekly wage income of factory workers averaged 16 percent higher in 1936 than in 1935. It was nearly 80 percent greater than in 1932. For every $1,000 disbursed in weekly wages in 1929, manufacturing establishments paid out to their workers approximately $760 in 1936, as against $650 in 1935, and $420 in 1932.



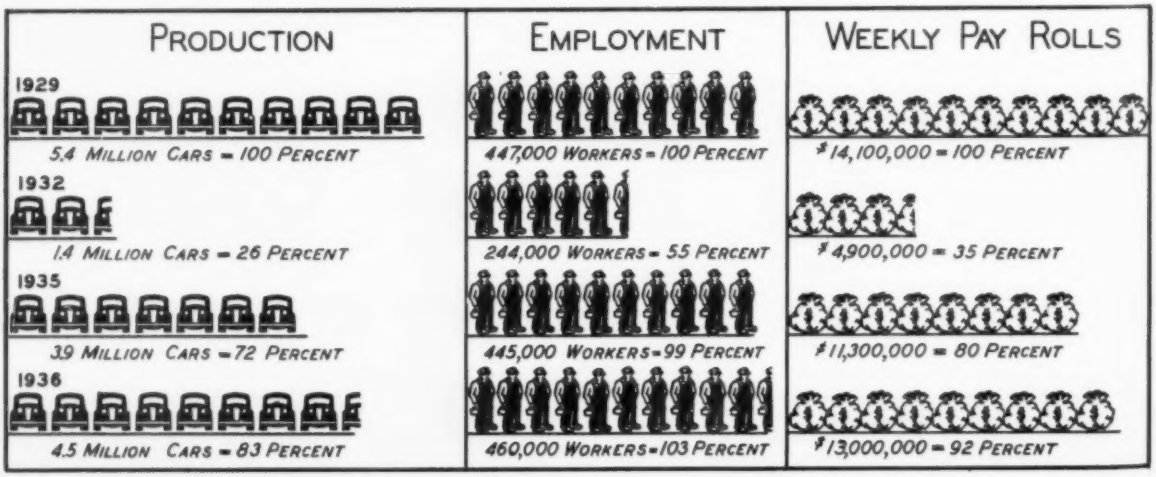
STEEL

More steel ingots were produced last year than during any year since 1929. Steel production in 1936 was about 40 percent larger than in 1935 and over three and one-half times as large as in 1932. The number of workers employed in blast furnaces, steel works, and rolling mills in 1936 averaged almost as high as in 1929. Their weekly wage income was nearly 35 percent greater than in 1935. It was about 15 percent smaller than in 1929.


PRODUCTION
EMPLOYMENT
WEEKLY PAY ROLLS
1929
54.3 MILLION TONS OF INGOTS = 100 PERCENT
419,000 WORKERS = 100 PERCENT
$14,100,000 = 100 PERCENT
1932
13.3 MILLION TONS OF INGOTS = 24 PERCENT
235,000 WORKERS = 56 PERCENT
$3,500,000 = 25 PERCENT
1935
33.4 MILLION TONS OF INGOTS = 62 PERCENT
359,000 WORKERS = 86 PERCENT
$8,900,000 = 64 PERCENT
1936
47.1 MILLION TONS OF INGOTS = 87 PERCENT
410,000 WORKERS = 98 PERCENT
$12,000,000 = 85 PERCENT

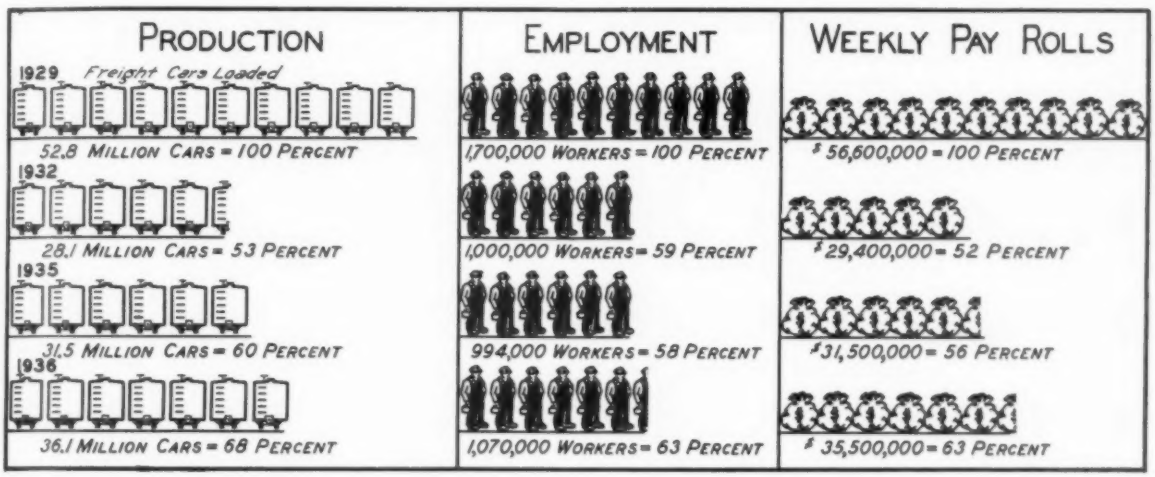
AUTOMOBILES

Approximately 600,000 more passenger cars and trucks were produced in the United States in 1936 than in 1935. The number of cars and trucks assembled in 1936 was more than three times as large as in 1932. However, it was about 900,000 cars smaller than in 1929. Employment in automobile plants in 1936 averaged about 4 percent above the preceding year and 3 percent above the level of 1929. Weekly pay rolls increased 15 percent from 1935 to 1936.



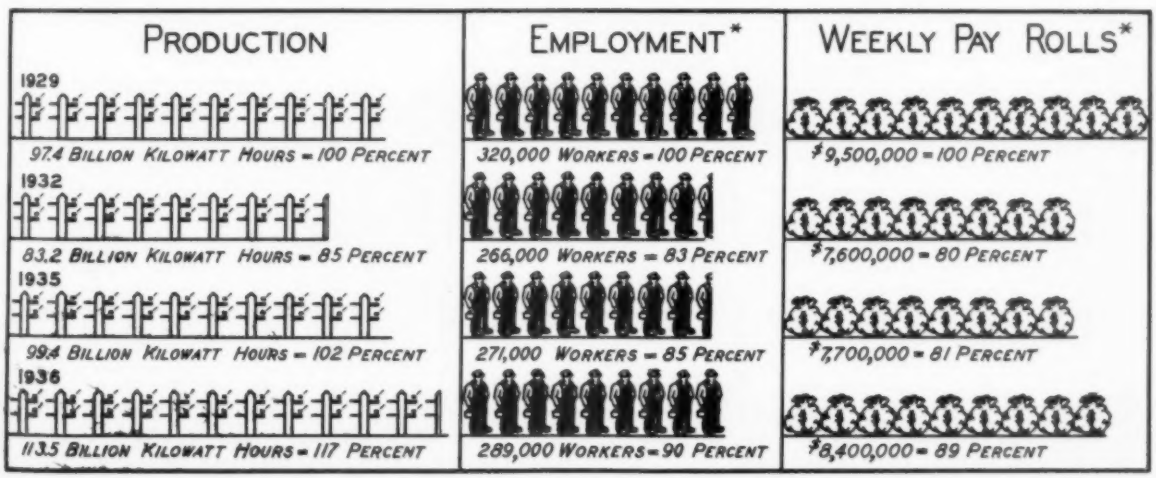
CLASS I RAILROADS

Class I railroads loaded approximately 36,100,000 freight cars in 1936. This was about 4,600,000 cars more than in the preceding year, 8,000,000 cars more than in 1932, but 16,700,000 cars less than in 1929. Railroad employment advanced about 8 percent from 1935 to 1936 and weekly wage disbursements rose slightly more than 12 percent. Both employment and pay rolls were nearly two-thirds as large as their averages for 1929.


PRODUCTION
EMPLOYMENT
WEEKLY PAY ROLLS
1929 Freight Cars Loaded
52.8 Million Cars = 100 Percent
1,700,000 Workers = 100 Percent
$ 56,600,000 = 100 Percent
1932
28.1 Million Cars = 53 Percent
1,000,000 Workers = 59 Percent
$ 29,400,000 = 52 Percent
1935
31.5 Million Cars = 60 Percent
994,000 Workers = 58 Percent
$ 31,500,000 = 56 Percent
1936
36.1 Million Cars = 68 Percent
1,070,000 Workers = 63 Percent
$ 35,500,000 = 63 Percent

ELECTRIC POWER

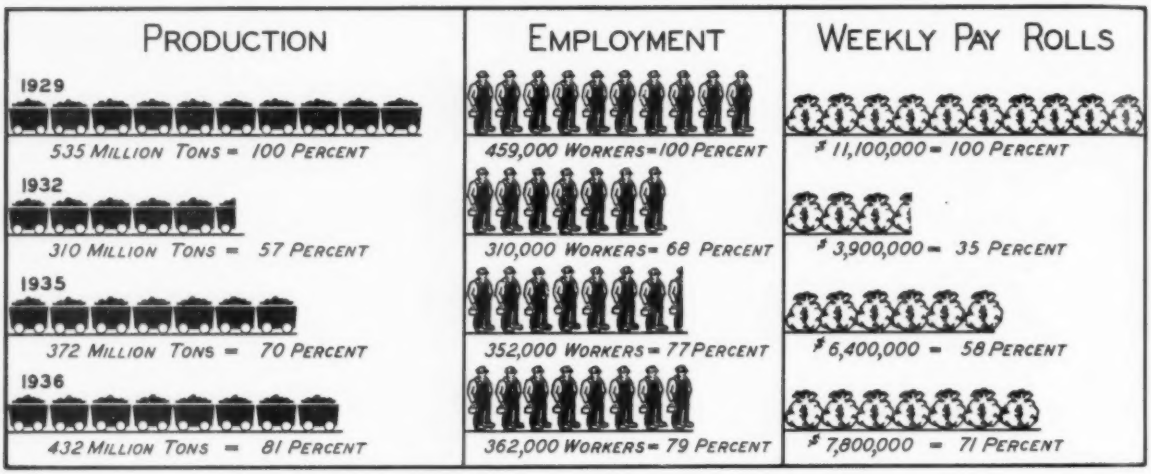
Total production of electricity for public use in 1936 was more than 14 percent above the level of the preceding year and 17 percent above the 1929 output of 97.4 billion kilowatt hours. The number of workers employed in supplying electric power and light and manufactured gas advanced by about 5 percent from 1935 to 1936. Weekly wage payments to the workers employed rose by about 9 percent. Average employment and pay rolls in 1936 were 10 percent below 1929.


PRODUCTION
EMPLOYMENT*
WEEKLY PAY ROLLS*
1929
97.4 Billion Kilowatt Hours = 100 Percent
320,000 Workers = 100 Percent
$ 9,500,000 = 100 Percent
1932
83.2 Billion Kilowatt Hours = 85 Percent
266,000 Workers = 83 Percent
$ 7,600,000 = 80 Percent
1935
99.4 Billion Kilowatt Hours = 102 Percent
271,000 Workers = 85 Percent
$ 7,700,000 = 81 Percent
1936
113.5 Billion Kilowatt Hours = 117 Percent
289,000 Workers = 90 Percent
$ 8,400,000 = 89 Percent

* Employment and pay rolls include power and light and manufactured gas.

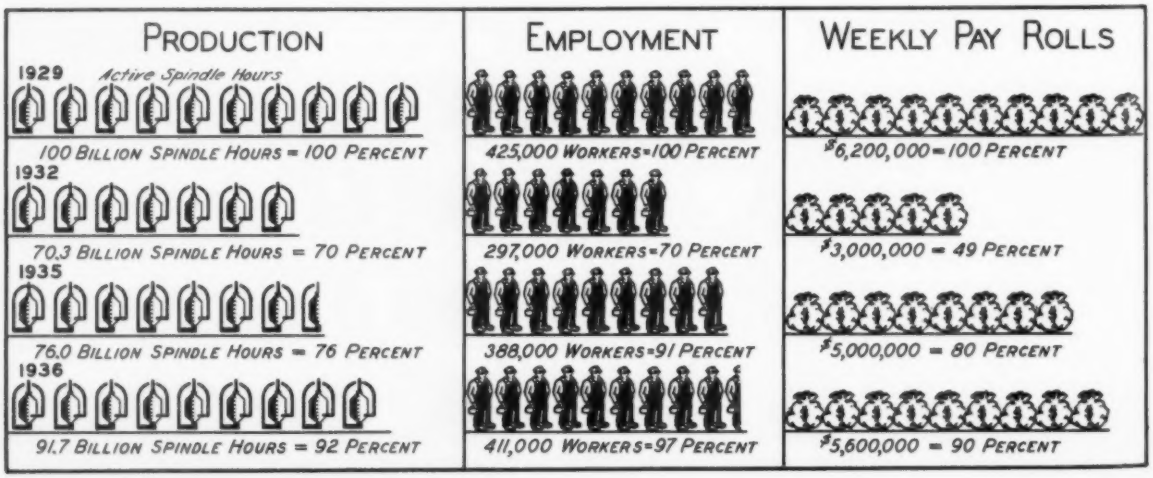
BITUMINOUS COAL

About 16 percent more bituminous coal was mined in 1936 than in the preceding year, and about 40 percent more than in 1932. Last year's output of bituminous coal was about 19 percent smaller than the total output in 1929. For every 100 bituminous coal miners employed in 1929, 79 had jobs last year, compared with 77 in 1935 and 68 in 1932. The weekly wage income of the miners employed in 1936 advanced 22 percent. It was twice as large as in 1932.



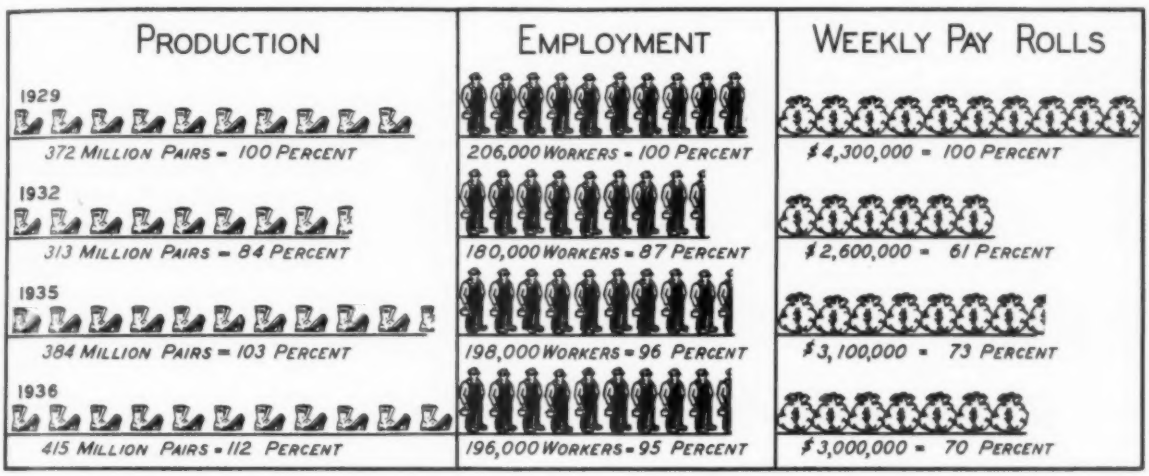
COTTON TEXTILES

Activity in cotton textile manufacturing increased slightly more than 20 percent during 1936. The activity is measured by the total time spindles are in operation manufacturing cotton yarns. The number of workers employed during the year averaged about 6 percent higher than in 1935 and was within 3 percent of the average for 1929. The weekly pay roll of the cotton textile industry rose by about 10 percent from 1935 to 1936.



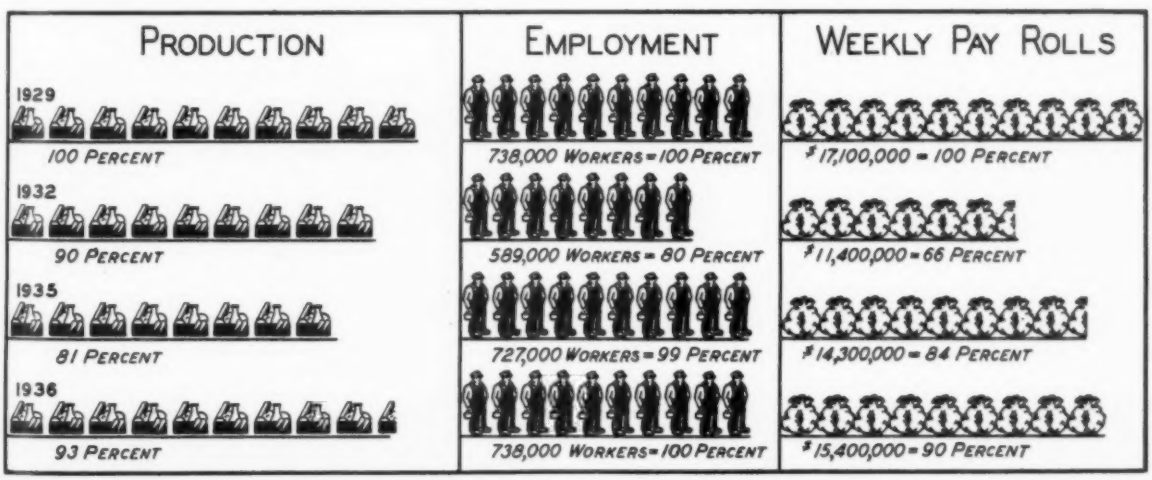
BOOTS AND SHOES

More boots, shoes, and slippers were produced in 1936 than in any preceding year on record. Total production in 1936 was 8 percent higher than in 1935, 33 percent higher than in 1932, and about 12 percent higher than in 1929. Slightly fewer wage earners were employed last year than in 1935. Weekly pay rolls also declined during the year. Employment averaged 5 percent and weekly pay rolls 30 percent lower than in 1929.



FOOD PRODUCTS

Output of food products increased sharply during 1936. The increase was largely due to greater activity in slaughtering and meat-packing establishments. The Federal Reserve Board's index of the physical volume of production in this industry was about 15 percent higher than in 1935. It was slightly higher than in 1932, but about 7 percent smaller than in 1929. The number of workers employed in manufacturing food products in 1936 averaged the same as in 1929.



SECOND NATIONAL CONFERENCE ON SILICOSIS

R. CAMPBELL STARR, EXECUTIVE SECRETARY,
NATIONAL SILICOSIS CONFERENCE

Recommendations for the prevention of silicosis through medical and engineering control and for the adequate compensation of workers disabled by silicosis were made to the Secretary of Labor, Frances Perkins, at the Second National Silicosis Conference held in Washington on February 3, 1937. Detailed reports embodying their findings and conclusions were submitted to the Secretary by the four committees of experts appointed by her after the First National Conference held April 14, 1936. Two of these committees considered the prevention of silicosis through medical and engineering control. The others considered the economic, legal, and administrative phases of silicosis.

Silicosis is a disease of the lungs in which the normal lung tissue is replaced by fibrous or scar tissue due to breathing air containing silica dust. It is accompanied by shortness of breath, decreased chest expansion, lessened capacity for work, and increased susceptibility to tuberculosis.

Unfortunately there is no known cure for silicosis -- *but silicosis can be prevented.*

Although accurate statistics relative to the number of workers who have silicosis are lacking, reliable estimates, based upon surveys, indicate that about one million (2 percent) of the approximately 49 million workers in the United States are in some way exposed to the hazard. Perhaps half a million are exposed to a serious hazard. Approximately 110,000 have silicosis in some degree, but it is likely that the number of workers who suffer some work disablement at this time from this disease is between four and five thousand.

The million workers who are exposed in some degree to a silica-dust hazard fall into four main classes --

Group 1. A group among the four to five thousand workers who are completely or partially disabled because of silicosis and who also suffer from tuberculosis. The problem of these men is serious. There seems to be no doubt in anyone's mind that these workers should be removed from employment and compensated for total disability in the same manner as those incapacitated by accidental injury.

Group 2. The remainder of the four to five thousand who have silicosis and disability in some degree, but no tuberculosis. These workers should in the majority of cases be permitted to continue work at their regular occupations or elsewhere. Every study conducted thus far confirms the fact that their condition need not get worse, provided the dust is kept at a safe limit.

Group 3. The 105,000 who have silicosis, but no disability and no tuberculosis. It is generally agreed that, if the dust is properly controlled at all times, such workers should be permitted to continue work at their regular occupations.

Group 4. The 900,000 who are exposed to silica dust, but who do not have silicosis. For the benefit of these workers, all emphasis

GRANITE CUTTER AT WORK IN A CLOUD OF DUST

should be placed upon the application of known methods of removing or controlling the dust.

Silica dust is found in many industrial operations, but the hazard is particularly acute in such industries as metal mining, anthracite mining, quarrying, drilling, and tunneling in granite, ganister, and sandstone, smelting and refining, foundries, potteries, glassworks, stone products, grinding and buffing, and sandblasting.

It should not be assumed, however, that all establishments in these industries are hazardous. To tell whether or not a given operation is hazardous three things must be determined:

1. The concentration of dust in the air--number of dust particles per cubic foot of air.
2. The chemical composition of the dust--percentage of free silica.
3. The size of the silica dust particles.

In general, the hazard of contracting the disease increases as the air becomes more filled with dust that contains a greater proportion of free silica. Smaller sized particles of silica dust are usually more injurious than larger sized particles.

SAME JOB -- DUST REMOVED BY EXHAUST

Physicians most familiar with the subject agree that accurate diagnosis can be made only by taking into consideration the man's past occupational and medical history, his present symptoms, a careful physical examination and X-ray of his chest, and a laboratory examination of his sputum. The careful physician should also consider the man's environment; he should know the number of years the worker has been exposed to silica dust, the dust count, composition, and the size of the dust particles.

Contrary to popular belief, silicosis is slow to develop. Usually it takes 7 years or more of exposure to silica dust for a worker to contract the disease. A few cases have been known to develop in as short a period as 1½ years, but these were under extreme and unusual conditions. On the other hand, many workers have labored under ordinary exposures to silica for more than 30 years without revealing any trouble whatever that could be diagnosed as silicosis.

In emphasizing the preventability of silicosis, the committees are unanimous in agreeing that the proper application of known methods of control will reduce dust to safe concentrations. In general there are three ways to prevent silicosis: First, by preventing the creation of silica dust; second, by preventing the circulation of silica dust in the workroom or working area; and third, if it is impossible to apply the first two methods, by the use of personal protective equipment such as dust masks or respirators to prevent the inhalation of dust.

The committees of the silicosis conference suggested compulsory coverage for silicosis in the compensation acts of all States and urged as great a degree of uniformity among various State laws as is feasible. They recommended that the employers insure their obligations for compensation either through self-insurance, subject to the posting of adequate funds, or with an authorized insurance institution. The committees saw no reason to distinguish, from a compensation standpoint, between workers disabled by injury and workers disabled from silicosis.

CENTRAL CONSUMER COOPERATIVE ENTERPRISES*

The consumers' cooperative movement of the United States is for the most part still in a formative stage. It consists primarily of local or retail cooperative societies. These local consumer societies are made up of individuals who have joined together for the purpose of securing goods and services. Many of these societies, particularly in the North Central States, have joined together in central cooperatives which in turn serve the individual local associations.

The activities of the central cooperatives generally require larger investments and a wider field of operation than is practicable or efficient for local societies. They usually specialize in wholesale distribution, in production, or in service, educational or recreational activities.

The local societies furnish the capital necessary for the operation of the central cooperatives. They also control the policies of the central groups through their voting delegates and their representation on the board of directors. Unlike the consumer cooperatives, in which each member is limited to one vote, the voting power of each member of the central association is frequently determined by the number of its constituents or by the amount of its purchases.

The central cooperatives operate on the Rochdale principles to the extent that membership is open to any local consumers' society, and earned surpluses are distributed to member societies in proportion to the amount of their purchases.

WHOLESALE ASSOCIATIONS

Cooperative wholesale facilities are generally one of the first needs of a growing cooperative movement. A number of wholesale cooperatives now in existence in the United States started as buying agents for the member societies, on either a commission or a jobbing basis. As business increased warehousing of goods was undertaken.

In many European countries one wholesale society serves the needs of all the consumers' cooperative associations in the country. In the United States, however, the local cooperative societies have been widely and thinly scattered, making transportation costs prohibitive and a single wholesale cooperative impracticable. Regional wholesale associations have therefore been formed in several sections to serve the local associations within their areas. These wholesale cooperatives handle principally food and articles of household use.

Farmers' local purchasing associations have also established several wholesale cooperatives. These somewhat overlap the consumers' organizations in trading territory. They generally admit to membership only societies which belong to the sponsoring farm organizations, that is, to the Grange, Farm Bureau, Farmers' Union, etc. The farmers' wholesale cooperatives were started primarily for the wholesale purchase of producers' supplies needed on the farm, but most of them have since added groceries and certain other articles of household use.

Cooperative wholesale associations dealing principally in gasoline and motor oil are found in Minnesota, Missouri, and Texas. Central associations have also been formed by neighboring local associations for the purchase of gasoline and oil in bulk or of such heavy goods as the locals have found impractical to handle themselves. There are at least five such federations in Minnesota, one in Michigan, and three in Wisconsin.

The National Cooperatives, Inc., was formed in 1933 to act as a buying agent for pooled orders of gasoline, motor oil, tires, etc. Its membership in 1936 comprised eight regional wholesale associations of both farmer and consumer groups, representing approximately 900 retail cooperatives.

The wholesale cooperatives of the United States have recently entered into arrangements with wholesale cooperative associations in

* *See January 1937 issue for description of local consumer cooperative enterprises.*

other countries. Some are handling tea raised on the plantations owned jointly by the English and Scottish wholesale societies. A middle western wholesale association is supplying lubricating oil to the wholesale cooperatives in Estonia, France, and Scotland.

SERVICE AND MANUFACTURING FEDERATIONS

In some districts local associations have formed regional federations for the supply of various kinds of services. These federations provide goods and services which are not generally furnished by the member local cooperatives. Among the services so provided are printing, trucking, automobile-repair work, and auditing.

Under arrangements made with canners and manufacturers, an increasing number of commodities handled by wholesale cooperatives is being packed under "Co-op" labels. The label indicates that the contents are guaranteed by the wholesale organization.

Several wholesale associations have also gone into manufacturing activities. They provide their member cooperatives with such goods as shoes, bakery products, flour and feed, lubricating oil, paints, and fertilizers. One productive federation in northern Minnesota functioned for many years as an educational medium for the local cooperatives. It finally evolved into an organization for both production and service. It now manufactures butter and sausage and provides trucking and automobile-repair service for the 15 affiliated local associations.

EDUCATIONAL AND RECREATIONAL COOPERATIVES

The central educational body for the consumers' cooperative movement in the United States is the Cooperative League of the U. S. A., formed in New York City in 1916. Four regional leagues, affiliated with the national league, have been formed to cover respectively--(1) Northern Michigan, Minnesota, Montana, the Dakotas, and Wisconsin; (2) the New England States, New York, New Jersey, Pennsylvania, Maryland, and Delaware; (3) Illinois, Indiana, Ohio, and lower Michigan; and (4) California.

Local societies which join regional leagues automatically become members of the national league. Cooperative wholesale societies and federations affiliate directly with the national body, as do also local societies in parts of the country without a regional league.

The financial basis of the educational cooperative organizations is different from that of the other types. They are nonstock associations supported by the income from their services and by dues from the local units, whereas the trading and service federations are capital-stock organizations.

National and regional leagues carry on general educational work in the theory and practice of cooperation, give advice on cooperative problems and on organization procedures, publish pamphlets on cooperative subjects, and provide speakers and lecturers. An important activity is the training of selected young people for employees and managers of cooperative societies. Other activities include legal advice and auditing service for local societies.

In some sections having a number of cooperative societies within a fairly small radius, such as a county or metropolitan area, educational federations have been formed which accept into membership all cooperative associations in the area. These may include such diverse types as cooperative store societies, gasoline and oil associations, restaurants, boarding houses, credit unions, creameries, farmers' elevators, and marketing and purchasing associations. These educational federations provide a medium for the exchange of experience, for consideration of problems common to all, and for making more effective the educational and publicity work in the area.

In the attempt to make the cooperative movement more interesting and to widen its appeal, greater emphasis is being placed upon recreation and social activities. One society specializes in folk songs, games, books, and craft materials, for use in cooperative recreational activities. In the North Central States several cooperative park associations have been formed, some of which were the outgrowth of the annual picnics or festivals sponsored by the federations.

BUILDING CONSTRUCTION IN 1936

HERMAN B. BYER
BUREAU OF LABOR STATISTICS

Over $500,000,000 more was spent on building construction in 1936 than in the preceding year in the 824 cities of over 10,000 population for which the Bureau of Labor Statistics has comparable data. The total cost of building construction in these cities was estimated at $1,350,000,000 in 1936, compared with $840,000,000 in 1935.

With the exception of public buildings, all major types of nonresidential construction also rose in 1936. The increases amounted to 80 percent for stores and warehouses, 54 percent for schools and libraries and 51 percent for factories. Construction of public garages and office buildings more than doubled in value over the year's interval.

PERMITS AND VALUE OF BUILDING CONSTRUCTION IN 824 CITIES

KIND OF BUILDING	1936		1935		PERCENTAGE CHANGE 1935 TO 1936	
	NUMBER OF PERMITS	ESTIMATED COST	NUMBER OF PERMITS	ESTIMATED COST	NUMBER OF PERMITS	ESTIMATED COST
Total	559,984	$1,352,979,000	452,135	$841,888,000	+ 23.9	+ 60.7
Residential:	*100,083*	*624,170,000*	*53,644*	*293,248,000*	*+ 86.6*	*+112.8*
1-family dwellings	91,989	400,412,000	49,579	203,891,000	+ 85.5	+ 96.4
2-family dwellings	3,689	20,196,000	2,053	11,157,000	+ 79.7	+ 81.0
Multifamily dwellings	3,369	182,121,000	1,459	69,130,000	+130.9	+163.4
All other	1,036	21,441,000	553	9,070,000	+ 87.3	+136.2
Nonresidential:	*102,999*	*429,533,000*	*80,115*	*319,502,000*	*+ 28.6*	*+ 34.4*
Factories and workshops	2,222	51,785,000	1,611	34,199,000	+ 37.9	+ 51.4
Public buildings	437	63,184,000	451	76,656,000	- 3.2	- 21.3
Public works and utilities	445	27,927,000	395	27,031,000	+ 12.7	+ 3.3
Schools and libraries	788	85,722,000	437	55,492,000	+ 80.3	+ 54.5
Stores and warehouses	9,120	77,382,000	7,011	43,019,000	+ 30.1	+ 79.9
All other	89,987	123,533,000	70,210	85,205,000	+ 42.4	+ 45.0
Additions, alterations, and repairs	*356,902*	*299,276,000*	*318,376*	*229,138,000*	*+ 12.1*	*+ 30.6*

Residential construction registered the largest gains. The value of apartment houses built increased by more than 160 percent. Construction of 1-family dwellings nearly doubled, and the value of permits issued for 2-family dwellings advanced about 80 percent. Significant gains also occurred in the construction of hotels and combined store and family dwellings. Permits issued during 1936 provided housing facilities for 153,200 families, as against 77,000 families in 1935.

Nearly $300,000,000 was spent for additions, alterations, and repairs to existing buildings. This was an increase of about $70,000,000, or 30 percent, compared with 1935.

For 10 consecutive years prior to 1935 building construction in the United States was on the downgrade. It reached its lowest point in 1934. The advance in building construction last year followed an increase of 170 percent in 1935, and was larger than for any year since 1931.

WHAT HAPPENED TO PRICES IN JANUARY 1937

Wholesale Prices. The general level of wholesale commodity prices was about 2 percent higher in January than in December 1936. It was 6.6 percent higher than in January of last year. The Bureau of Labor Statistics index of wholesale prices was 85.9 in January of this year, as compared with 84.2 in December 1936, 80.6 in January a year ago, and 100 in 1926. This means that the same commodities purchased at wholesale for $100 in 1926 cost $85.90 in January, $84.20 in December 1936, and $80.60 in January 1936.

INDEX OF WHOLESALE PRICES

ITEM	1926	JANUARY 1937	JANUARY 1936	INCREASE (+) OR DECREASE (-) JANUARY 1936 TO JANUARY 1937
	Index	*Index*	*Index*	*Percent*
All commodities	100	85.9	80.6	+ 6.6
Farm products	100	91.3	78.2	+ 16.8
Raw materials	100	88.1	78.1	+ 12.8
Semimanufactured articles . . .	100	85.4	74.8	+ 14.2
Finished products	100	84.9	82.4	+ 3.0

Retail Food Prices. Average retail food prices increased 2 percent in January. They were about 3 percent higher than in January of last year. The Bureau of Labor Statistics index of the average retail price of 84 food products sold in 51 cities of the United States was 77.8 in January 1937, as against 76.2 in the preceding month, 75.3 in January 1936, and 100 in 1926. Thus, for every dollar's worth of foodstuffs purchased in retail markets during 1926, consumers paid on the average 77.8 cents in January, 76.2 cents in December 1936, and 75.3 cents in January 1936.

AVERAGE RETAIL FOOD PRICES FOR THE COUNTRY AS A WHOLE

ITEM	RETAIL PRICE		INCREASE (+) OR DECREASE (-) JANUARY 1936 TO JANUARY 1937	
	JANUARY 1937	JANUARY 1936		
	Cents	*Cents*	*Cents*	*Percent*
Bread, pound	8.2	8.5	- 0.3	- 3.5
Butter, pound	40.7	40.9	- 0.2	- 0.5
Milk, quart	12.5	11.8	+ 0.7	+ 5.9
Eggs, dozen	39.7	37.3	+ 2.4	+ 6.4
Potatoes, pound	3.7	2.3	+ 1.4	+ 60.9
Lard, pound	17.7	17.5	+ 0.2	+ 1.1
Pork chops, pound . . .	33.6	32.1	+ 1.5	+ 4.7
Round steak, pound . .	36.0	34.6	+ 1.4	+ 4.0
Sugar, pound	5.6	5.6	*No change*	*No change*
Coffee, pound	24.9	24.2	+ 0.7	+ 2.9

EMPLOYMENT AND PAY ROLLS IN JANUARY 1937

The combined 89 manufacturing and 16 nonmanufacturing industries reported a net reduction in employment of 720,000 workers in January. Weekly pay rolls declined $18,700,000. The largest decline occurred in retail trade establishments. It was due to the lay-off of over half a million temporary workers hired to handle Christmas business.

Compared with January a year ago, however, approximately 1,300,000 more workers had jobs in these combined industries. The weekly wage income of the workers employed was $51,300,000 higher.

MANUFACTURING INDUSTRIES

Approximately 138,000 fewer workers were employed in manufacturing establishments in January than in the preceding month. Seasonal reductions of over 10 percent were registered in beet sugar, marble-slate-granite, cigars and cigarettes, confectionery, stoves, and men's furnishings. Employment reductions in automobiles, hardware, and lighting equipment were due chiefly to labor difficulties.

Blast furnaces, steel works, and rolling mills reported a further gain in employment of 2.6 percent. Employment in January was the highest recorded by the Bureau of Labor Statistics for this industry. Employment in the machine tool industry continued to advance. Seasonal gains in employment were also recorded in such groups as millinery, fertilizers, agricultural implements, and boots and shoes.

Durable-goods Industries. The manufacture of durable goods in January provided

ESTIMATED EMPLOYMENT AND PAY ROLLS IN MANUFACTURING INDUSTRIES

JANUARY 1937, DECEMBER 1936, and JANUARY 1936

INDUSTRY	NUMBER OF WORKERS EMPLOYED			AMOUNT OF WEEKLY PAY ROLL		
	JANUARY 1937*	DECEMBER 1936‡	JANUARY 1936	JANUARY 1937*	DECEMBER 1936‡	JANUARY 1936
All industries . . .	8,082,000	8,220,000	7,266,200	$184,264,000	$193,389,000	$149,964,000
Durable-goods groups:	*3,912,800*	*4,016,900*	*3,408,100*	*98,324,000*	*105,970,000*	*76,121,000*
Iron and steel	859,100	862,500	725,100	24,510,000	25,151,000	17,162,000
Machinery	1,015,700	1,010,400	843,900	26,380,000	27,071,000	19,660,000
Transportation equipment.	632,800	688,000	578,200	17,317,000	20,812,000	14,752,000
Railroad repair shops . .	295,000	295,000	260,300	8,301,000	8,884,000	6,849,000
Nonferrous metals	302,400	315,400	268,500	7,116,000	7,732,000	5,577,000
Lumber	589,600	610,500	538,700	10,048,000	11,073,000	8,401,000
Stone, clay, and glass .	218,200	235,100	193,400	4,652,000	5,247,000	3,720,000
Nondurable-goods groups:	*4,169,200*	*4,203,100*	*3,858,100*	*85,940,000*	*87,419,000*	*73,843,000*
Textiles	1,745,100	1,733,700	1,600,100	29,997,000	29,965,000	25,404,000
Leather	315,100	304,100	300,500	5,959,000	5,470,000	5,358,000
Foods	698,300	735,000	653,700	15,230,000	16,030,000	13,625,000
Tobacco	79,400	87,600	76,000	1,050,000	1,233,000	957,000
Paper and printing . . .	553,900	563,000	520,500	14,672,000	15,251,000	12,918,000
Chemicals	398,400	395,500	370,400	9,877,000	9,808,000	8,323,000
Rubber	135,800	136,900	115,000	3,433,000	3,634,000	2,705,000
Unclassified	243,200	247,300	221,900	5,722,000	6,028,000	4,553,000

* *Preliminary* ‡ *Revised*

employment to 104,000 fewer workers than in the preceding month. Over the 12-month interval, January 1936 to January 1937, more than half a million workers returned to work in the durable-goods industries. The largest advances in employment occurred in machinery manufacturing (171,800) and in iron and steel (134,000).

Weekly pay-roll disbursements to workers employed in these industries in January declined $7,650,000. Compared with January a year ago the total weekly income of wage earners employed in the manufacture of durable goods was $22,200,000 higher this January. The increase in pay rolls over the year's interval was widespread and the gains varied in amounts from $932,000 in stone, clay, and glass to $6,720,000 in machinery manufacturing and $7,350,000 in iron and steel.

Nondurable-goods Industries. Nearly 34,000 fewer workers had jobs in the nondurable-goods industries in January. Over the 12-month period, January 1936 to January 1937, employment in these industries rose by 311,000. All nondurable-goods groups shared in this advance. The largest increase (145,000) was recorded in textiles and the smallest gain (3,400) in tobacco manufacturing.

The weekly wage income of the workers employed in nondurable-goods industries declined $1,480,000 in January. It was approximately $12,100,000 larger this January than in January a year ago. Wage payments to workers in textiles accounted for more than one-third of the total increase.

TREND OF EMPLOYMENT AND PAY ROLLS IN MANUFACTURING INDUSTRIES

The Bureau of Labor Statistics index of employment in manufacturing industries was 96.5 in January, as against 98.1 in the preceding month, 86.8 in January 1936, and 100 as the average for the 3 years 1923-25. This means that for every 1,000 workers employed during 1923-25, 965 had jobs in manufacturing establishments in January, compared with 981 in December, and 868 in January a year ago.

For every $1,000 disbursed in factory wages during the period 1923-25, manufacturing establishments paid out $906 in January, $951 in December, and $738 in January 1936. This is the meaning of the Bureau of Labor Statistics index of factory pay rolls which stood at 90.6 in January, 95.1 in the preceding month, 73.8 in January of last year, and 100 in 1923-25.

In the durable-goods group of industries employment in January was 15 percent higher than in January a year ago. In the nondurable-goods group of industries about 8 percent more workers had jobs than in January 1936.

HOURS OF WORK AND EARNINGS IN MANUFACTURING INDUSTRIES

Employment in manufacturing establishments averaged 39.5 hours per week in January. This was about 1½ hours per week less than in December, but 2 hours per week more than in January 1936. Hourly earnings remained unchanged at approximately 59½ cents in January, as against slightly more than 57 cents in January of last year. Factory workers earned on the average $24 per week -- a decrease of approximately $1 per week from December 1936. They earned nearly $2.25 per week more this January than in January a year ago.

In the five selected durable-goods industries the average weekly hours and average hourly and weekly earnings in January 1937 were--

Weekly hours:
- 43.5 in foundries and machine shops
- 42.5 in blast furnaces and rolling mills
- 40.5 in brick manufacturing
- 40.0 in sawmills
- 36.5 in automobiles

Hourly earnings (in cents):
- 78.5 in automobiles
- 72.5 in blast furnaces and rolling mills
- 62.5 in foundries and machine shops
- 48.0 in brick manufacturing
- 44.5 in sawmills

Weekly earnings:
- $31.05 in blast furnaces and rolling mills
- 28.60 in automobiles
- 27.10 in foundries and machine shops
- 19.25 in brick manufacturing
- 17.45 in sawmills

Average weekly hours of work and average hourly and weekly earnings in the five selected nondurable-goods industries in January 1937 were--

HOURS OF WORK AND EARNINGS IN INDUSTRIES MANUFACTURING TEXTILE FABRICS

INDUSTRY	HOURS OF WORK			HOURLY EARNINGS			WEEKLY EARNINGS		
	JANUARY 1937	INCREASE OR DECREASE		JANUARY 1937	INCREASE OR DECREASE		JANUARY 1937	INCREASE OR DECREASE	
		DEC. 1936 TO JAN. 1937	JAN. 1936 TO JAN. 1937		DEC. 1936 TO JAN. 1937	JAN. 1936 TO JAN. 1937		DEC. 1936 TO JAN. 1937	JAN. 1936 TO JAN. 1937
		Percent	*Percent*	*Cents*	*Percent*	*Percent*		*Percent*	*Percent*
Carpets and rugs	40.0	- 1.8	+18.4	58.0	+ 1.2	+ 3.4	$23.10	- 0.9	+22.3
Cotton goods	39.5	- 0.9	+ 7.7	39.0	+ 1.4	+ 6.9	15.45	+ 0.7	+15.0
Cotton, small wares	39.5	- 4.1	+ 6.1	46.0	+ 0.1	+ 1.5	18.25	- 3.4	+ 6.7
Dyeing and finishing	41.0	- 4.3	+ 9.1	53.0	+ 1.1	+ 1.7	21.90	- 3.2	+11.4
Hats, fur-felt	37.0	- 3.2	+ 4.4	71.5	+ 5.0	+ 6.3	26.50	+ 1.4	+14.8
Knit goods	37.0	- 4.9	+ 9.0	48.5	+ 1.3	+ 0.5	17.40	- 3.5	+ 8.9
Silk and rayon goods	38.0	- 1.5	+ 9.2	42.5	*No change*	- 1.5	16.15	- 1.7	+ 7.7
Woolen and worsted goods	39.0	- 3.1	+ 4.6	53.5	+ 0.8	+ 6.8	20.65	- 2.4	+11.8

Weekly hours:
- 43.5 in paper and pulp
- 42.0 in slaughtering and meat packing
- 39.5 in cotton-goods manufacturing
- 35.5 in petroleum refining
- 33.5 in tires and inner tubes

Hourly earnings (in cents):
- 89.5 in tires and inner tubes
- 88.0 in petroleum refining
- 59.5 in slaughtering and meat packing
- 56.0 in paper and pulp
- 39.0 in cotton-goods manufacturing

Weekly earnings:
- $31.10 in petroleum refining
- 29.90 in tires and inner tubes
- 24.85 in slaughtering and meat packing
- 24.20 in paper and pulp
- 15.45 in cotton-goods manufacturing

Average hourly earnings were higher this January than in January a year ago in all of the 10 selected durable- and nondurable-goods industries. Over the 12-month period average hourly earnings increased by 5 percent or more in blast furnaces and rolling mills, foundries and machine shops, cotton-goods manufacturing, paper and pulp, petroleum refining, and slaughtering and meat packing.

The average weekly wage income of the workers employed in all of the 10 selected industries advanced between January 1936 and January 1937. Outstanding increases in weekly earnings were about 25 percent in blast furnaces and rolling mills, 15 percent in brick manufacturing and cotton-goods manufacturing, and 14 percent in foundries and paper and pulp.

EMPLOYMENT, PAY ROLLS, WAGES, AND HOURS IN SELECTED NONMANUFACTURING INDUSTRIES

	JANUARY 1937*	INCREASE OR DECREASE: DECEMBER 1936 TO JANUARY 1937	INCREASE OR DECREASE: JANUARY 1936 TO JANUARY 1937
RETAIL TRADE		*Percent*	*Percent*
Employment.....	3,367,000	- 14.1	+ 6.8
Weekly pay roll...	$62,353,000	- 10.6	+ 9.3
Weekly hours.....	44.0	- 0.9	+ 0.9
Hourly earnings...	$0.53	+ 5.2	+ 1.4
Weekly earnings...	$21.50	+ 4.1	+ 2.5
WHOLESALE TRADE			
Employment.....	1,455,700	- 0.3	+ 6.0
Weekly pay roll...	$42,026,000	- 0.3	+ 9.1
Weekly hours.....	42.0	- 1.9	+ 0.5
Hourly earnings...	$0.67	+ 2.1	+ 1.9
Weekly earnings...	$28.30	+ 0.1	+ 2.9
STEAM RAILROADS			
Employment.....	1,063,500	- 0.6	+ 9.6
Weekly pay roll...	$34,210,000	- 5.1	+ 5.3
Weekly earnings...	$32.15	- 4.6	- 4.0
BITUMINOUS COAL			
Employment.....	388,100	+ 0.9	+ 6.1
Weekly pay roll...	$8,854,000	- 5.9	+13.4
Weekly hours.....	30.5	- 6.2	+ 4.8
Hourly earnings...	$0.80	- 0.1	+ 1.7
Weekly earnings...	$23.95	- 6.7	+ 6.9
TELEPHONE & TELEGRAPH			
Employment.....	398,800	+ 1.1	+ 6.3
Weekly pay roll...	$12,117,000	+ 1.8	+11.9
Weekly hours.....	39.5	+ 2.7	+ 3.3
Hourly earnings...	$0.79	- 1.9	+ 2.2
Weekly earnings...	$30.05	+ 0.6	+ 5.2

	JANUARY 1937*	INCREASE OR DECREASE: DECEMBER 1936 TO JANUARY 1937	INCREASE OR DECREASE: JANUARY 1936 TO JANUARY 1937
HOTELS		*Percent*	*Percent*
Employment.....	249,100	+ 1.9	+ 4.4
Weekly pay roll....	$3,485,000	+ 1.0	+ 8.6
Weekly hours.....	48.0	- 1.2	+ 0.2
Hourly earnings....	$0.29	+ 0.2	+ 3.5
Weekly earnings....	$14.25	- 0.8	+ 4.0
POWER and LIGHT			
Employment.....	294,700	- 1.3	+ 6.9
Weekly pay roll....	$8,774,000	- 1.7	+ 8.7
Weekly hours.....	39.5	- 2.4	+ 1.1
Hourly earnings....	$0.82	+ 2.2	+ 1.9
Weekly earnings....	$32.45	- 0.4	+ 1.7
ELECTRIC RAILROADS			
Employment.....	193,600	- 0.1	+ 2.5
Weekly pay roll....	$5,815,000	- 1.9	+ 4.6
Weekly earnings....	$30.85	- 1.8	+ 2.1
LAUNDRIES			
Employment.....	206,400	+ 1.0	+ 8.6
Weekly pay roll....	$3,362,000	+ 0.4	+11.9
Weekly hours.....	43.0	- 0.6	+ 1.8
Hourly earnings....	$0.38	+ 0.1	+ 1.3
Weekly earnings....	$16.20	- 0.6	+ 3.1
DYEING & CLEANING			
Employment.....	45,400	- 1.1	+ 7.4
Weekly pay roll....	$812,000	- 3.1	+ 7.8
Weekly hours.....	40.5	- 2.7	- 1.3
Hourly earnings....	$0.44	+ 0.2	+ 1.6
Weekly earnings....	$17.65	- 2.0	+ 0.3

* *Preliminary*

BUSINESS AND ECONOMIC CONDITIONS IN JANUARY 1937

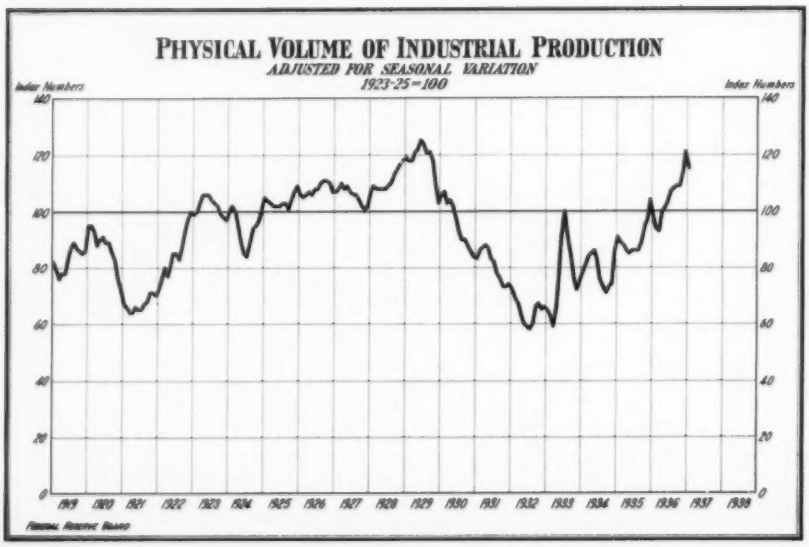
AGRICULTURE

Farm Income. Total cash income of farmers from the sale of farm products in January was estimated by the Department of Agriculture at $626,000,000, as against $725,000,000 in December, and $550,000,000 in January a year ago. The January 1937 income from farm marketings was about 14 percent higher than in the corresponding month of 1936. This gain was due largely to higher prices for farm products.

Government payments to farmers increased sharply in January. Rental and benefit payments due farmers on their 1935 contracts negotiated under the former Agricultural Adjustment Act declined, but Government payments to farmers for agricultural conservation work increased. Total Government payments to farmers amounted to $43,000,000, compared with $36,000,000 in December 1936, and $1,000,000 in January a year ago.

INDUSTRY AND TRADE

The Federal Reserve Board's adjusted index of industrial production, which takes into account seasonal changes, declined about 5 percent from December to January. It was nearly 19 percent higher than in January a year ago. With the average of the 3 years, 1923-25, as the base or 100, the Board's index was 115 in January, as against 121 in the preceding month and 97 in January 1936.



More steel ingots were produced in January than in any month since August 1929. Output of automobiles and plate glass declined largely because of labor difficulties. Production of lumber decreased considerably, due in part to unusually cold weather in the western lumber regions.

Activity at textile mills declined from the exceptionally high level of the preceding month. Decreases in output during January were also reported in slaughtering and meat packing, food products, and tobacco manufactures. Production of leather and shoes increased.

Department store sales recorded their customary seasonal decline following the heavy Christmas holiday trade. Variety stores and mail-order houses reported an unusually large seasonal drop in sales.

Partly because of flood conditions which prevailed in the Ohio River Valley, railroad freight car loadings were lower in January.

BUSINESS AND INDUSTRIAL BAROMETERS

Automobiles. Approximately 379,800 passenger cars and trucks were assembled in January. This was a decline of 118,900 cars and trucks from the preceding month, but an increase of 15,000 units over January of last year.

Bituminous Coal. Output of bituminous coal declined about 10 percent in January. Slightly more than 39,600,000 tons were mined, compared with nearly 44,500,000 tons in December and 39,300,000 tons in January 1936.

Building Construction. The value of building permits issued in 1,559 cities amounted to approximately $99,100,000 in January, as against $121,400,000 in the previous month and $87,900,000 in January a year ago.

Electric Power. Output of electric power for public use declined slightly in January. Production totaled 10,240 million kilowatt hours, as against 10,520 million kilowatt hours in December, and 9,250 million kilowatt hours in January 1936.

Railroad Freight Car Loadings. Class I railroads loaded approximately 663,400 freight cars per week during January -- about 30,000 cars per week less than in December but 68,500 cars per week more than in January of last year.

Steel. Nearly 4,750,000 tons of steel ingots were produced in January. This was about 300,000 tons more than in December 1936. It was 1,700,000 tons, or over 50 percent, more than the output for January a year ago.

GOVERNMENT EMPLOYMENT AND RELIEF IN JANUARY 1937

Employment in the Federal Service. The regular Federal Government service employed about 1,114,000 persons in January. Nearly 800,000 were employed in the executive branch of the Government, 311,000 in the military service, 5,300 in the legislative, and 1,950 in the judicial service.

P.W.A. Construction Projects. Slightly more than 200,000 workers had jobs in January at the site of construction on projects directed by the Public Works Administration. This was a decrease of about 40,000 workers from the preceding month. Total wage disbursements to the workers employed amounted to $15,400,000 in January, as compared with $18,600,000 in December.

Other Federal Government Construction Projects. Employment on construction projects financed from regular appropriations and by the Reconstruction Finance Corporation provided jobs for about 128,100 persons in January. Their total wage income was slightly more than $12,800,000. In December approximately 153,500 persons were so employed at a pay roll of $14,600,000.

The Works Program. Projects financed by the Works Progress Administration other than emergency conservation work and that part of P.W.A. work financed by The Works Program gave employment to slightly more than 3,000,000 persons in January. During the month they received approximately $140,000,000 in wages.

Emergency Conservation Work. The number of enrolled workers, camp supervisors, and instructors employed in the Civilian Conservation Corps rose from 375,000 in December to 407,500 in January. Their total wage income advanced from $17,750,000 in December to $18,630,000 in January.

General Relief. Preliminary reports received by the Federal Emergency Relief Administration from 97 cities indicate that about 743,800 families and single persons received $22,000,000 in emergency relief from public funds in January. In December 1936 the same cities reported 704,700 families and single persons receiving approximately $22,300,000.

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